Illustrative Alternatives:

Alternative 1	No-build	Presumes no work beyond normal maintenance activities. This action would fail to address narrow lanes, and the bridge would continue to deteriorate. Weight limits would eventually be required, negatively impacting commercial, school and emergency vehicle use of the crossing. No right-of-way would be required.
Alternative 2	Restore existing bridge	This action would follow the Secretary of Interior Standards for the rehabilitation of historic structures and would require considerable remedial work to assure structural integrity. Alone this action would not correct functional obsolescence. Additional right-of-way, some or all temporary, might be needed for grading purposes to correct the steep grade on the south side. The bridge would be shared one-way controlled by signals or signs.
Alternative 3A (West)	Build one-lane bridge adjacent to and retain existing bridge	This alternative would provide a one-way pair and assumes the existing structure would be appropriately rehabilitated. Alternative 3A places the new structure to the west of the existing bridge and would require additional right-of-way, and would impact Section 4(f)/6(f) parkland. No detour would be required.
Alternative 3B (East)	Build one-lane bridge adjacent to and retain existing bridge	This alternative would provide a one-way pair and assumes the existing structure would be appropriately rehabilitated. Alternative 3A places the new structure to the east of the existing bridge and would require additional right-of-way, and would have residential and commercial relocations. No detour would be required.
Alternative 4A (West)	Build two-lane bridge adjacent to and retain existing bridge	The new bridge would carry motor vehicles only, the existing bridge would be rehabilitated for non-motorized traffic. Impacts described above in 3A would be increased. No detour would be required.
Alternative 4B (East)	Build two-lane bridge adjacent to and retain existing bridge	The new bridge would carry motor vehicles, the existing bridge would be rehabilitated for non-motorized traffic. Impacts described above in 3B would be the same or

		somewhat greater. No detour would be required.
Alternative 5A (West)	Build two-lane bridge adjacent to and demolish existing bridge	The new bridge would carry two-way vehicular traffic and would include accommodations for non-motorized traffic. Impacts would be similar to 4A. No detour would be required.
Alternative 5B (East)	Build two-lane bridge adjacent to and demolish existing bridge	The new bridge would carry two-way vehicular traffic and would include accommodations for non-motorized traffic. Impacts would be similar to 4B. No detour would be required.
Alternative 6	Build two-lane bridge on existing alignment	This Illustrative Alternative would require a detour or the use of an adjacent temporary crossing. A temporary crossing would require additional right-of-way on either the west or east side of the existing bridge. A detour would be of long duration, potentially long distance and may require roadway and/or bridge/culvert upgrades to accommodate heavy trucks. Requires demolition of historic bridge.
Alternative 7	Build new two-lane bridge on new alignment, rehabilitate existing bridge.	The location of the new alignment would likely be on a route with the closest proximity to the industrial park. Additional right-of-way would be required to accommodate construction of new roadway connections and possible upgrade of some existing roadway. This Illustrative Alternative would require substantial local participation.